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THE  
CUYAHOGA-TUSCARAWAS  
PORTAGE

A DOCUMENTARY HISTORY

By  
Wm.I. Barnholth



Published by  
THE SUMMIT COUNTY HISTORICAL SOCIETY  
Akron, Ohio  
☆ 1954 ☆





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## F O R E W O R D

This volume is a documentation of the venerable history of the Portage Path. It is the result of a search, over a period of nine years, for ancient maps, treaties, letters, diaries, surveys and official documents lost and forgotten over the passing years. As a result the Summit County Historical Society now possess such treasures as photostats of the original survey of the Portage by the Connecticut Land Company, and the old Evans, Hutchins, Pease, and Colden maps.

Undoubtedly there are other documents yet to be unearthed and more facts to be learned. Therefore, it is our hope that this manuscript will be an aid and stimulus to further research and study.

Our thanks are due to the many persons we have interviewed, all of whom received us in the most cordial manner and gave us generously of their time and made available to us books and maps in their possession.

Especially outstanding in our mind are the visits with Mr. James A. Braden, that grand storyteller of old Western Reserve days, and with Mr. William A. Johnston, whom we were fortunate enough to interview about a month before his tragic death. Also Messrs. C.A. Pfahl, C.R. Quine, C.H. Pockrandt, H.S. Wagner, E.W. Brouse, R.L. Fouse, John A. Botzum, and members of the Map Department and County Engineer's Office in the Summit County Courthouse.

Acknowledgment is due to Mr. L.B. Hiebel for aid in the preparation of the maps, and to Dr. Donato Internoscia for proof reading and editorial assistance.

We must also comment on the fine store of information at the Western Reserve Historical Society's Library in Cleveland, and on the courtesy and cooperation we received there in the preparation of these notes. We also received much help and information from the Akron Public Library.

Finally we must pay our respects to the Summit County Historical Society, attendance at whose meetings was the genesis of these studies.

- W. I. B.



This volume is a continuation of the series in history of the  
state. It is the result of a series of studies, over a period of  
years, made, covering, history, literature, and other subjects.  
The first and largest part of the series is the history of the  
state. The second part is the history of the literature of the  
state. The third part is the history of the other subjects of the  
series. The fourth part is the history of the state in general.

Historically, the state is a subject of study, and it is  
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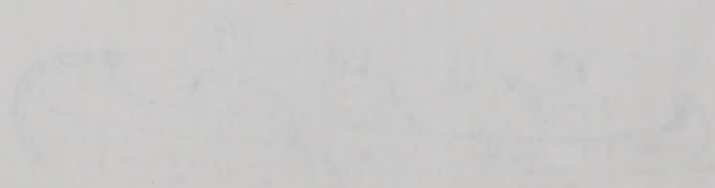
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## KEY TO ABBREVIATIONS OF REFERENCES

- Bierce - - - Historical Reminiscences of Summit County, 1854  
Gen. Lucius V. Bierce (1801-1873)
- Cherry - - - Western Reserve and Early Ohio, 1921  
Published by P. P. Cherry and R. L. Fouse
- Crowe-Smith - My State Ohio, 1935
- Darlington - James Smith's Narrative  
Wm. M. Darlington's edition
- Howe - - - - Historical Recollections of Ohio, by Henry Howe  
First edition in one volume, 1848  
Second edition in two volumes, 1868
- O. A. - - - - Ohio Archaeological and Historical Society Publications  
Issued in annual volumes, 1887 ff.
- Olin - - - - Akron and Environs, 1917, by O. E. Olin
- Randall - - - History of Ohio, 1912  
Randall and Ryan (Vol. I, by Emilius Randall)

Besides these there are other references in the text. And in addition to these, we consulted and read many other works which helped to give us what we think is the correct perspective.







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Portage Path today is just another highway in the city of Akron. But it is laden with a rich history with which every Akronite should be familiar.

The present "Portage Path" is only part of the original Portage Trail running from the Cuyahoga River to the Tuscarawas, which, in days past, was a route for the Eries, Senecas, Shawnees, Ottawas, Delawares and Mingoes.

The word "portage" means carrying place - specifically a carrying place between two streams or bodies of water. The word is reminiscent of the olden days, for it comes from the French, and carries our thoughts back to the days when Akron and Summit County and the Western Reserve were a part of New France.

To understand fully the importance of these portages we must carry ourselves back two or three hundred years, before the days of steam, electricity, gasoline, railroads, automobiles and paved highways. In those days, and especially in the western wilderness, where there were no roads as yet, the rivers were of prime importance as highways. "Roads that run" they were called. And when travel could be carried on by changing from one stream to another, those "carrying places" or portages would become an integral part of the fluent highway system, and would command value and fame, according to their shortness and ease of travel. Thus it was that the various portages were known and esteemed by the Indians and early white pioneers.

If the reader will consult the accompanying watershed map, he will see that, by an act of nature, there is a divide or watershed which extends across the whole State of Ohio, close to the 41st parallel of latitude. This results in a number of short rivers flowing north from this latitude and emptying into Lake Erie; while streams starting just a few miles to the south of this parallel flow southward and carry their waters to the Ohio.

In order to get from one of these diversely flowing streams to the other, it was necessary for the Indians or traders to carry or portage their canoes overland. Along this divide there were three famous portages in Ohio: one between the St. Mary's and Miami, one between the Sandusky and Scioto, and one between the Cuyahoga and Tuscarawas. (Taylor, in O.A., Vol. XIV, p.390 f.)

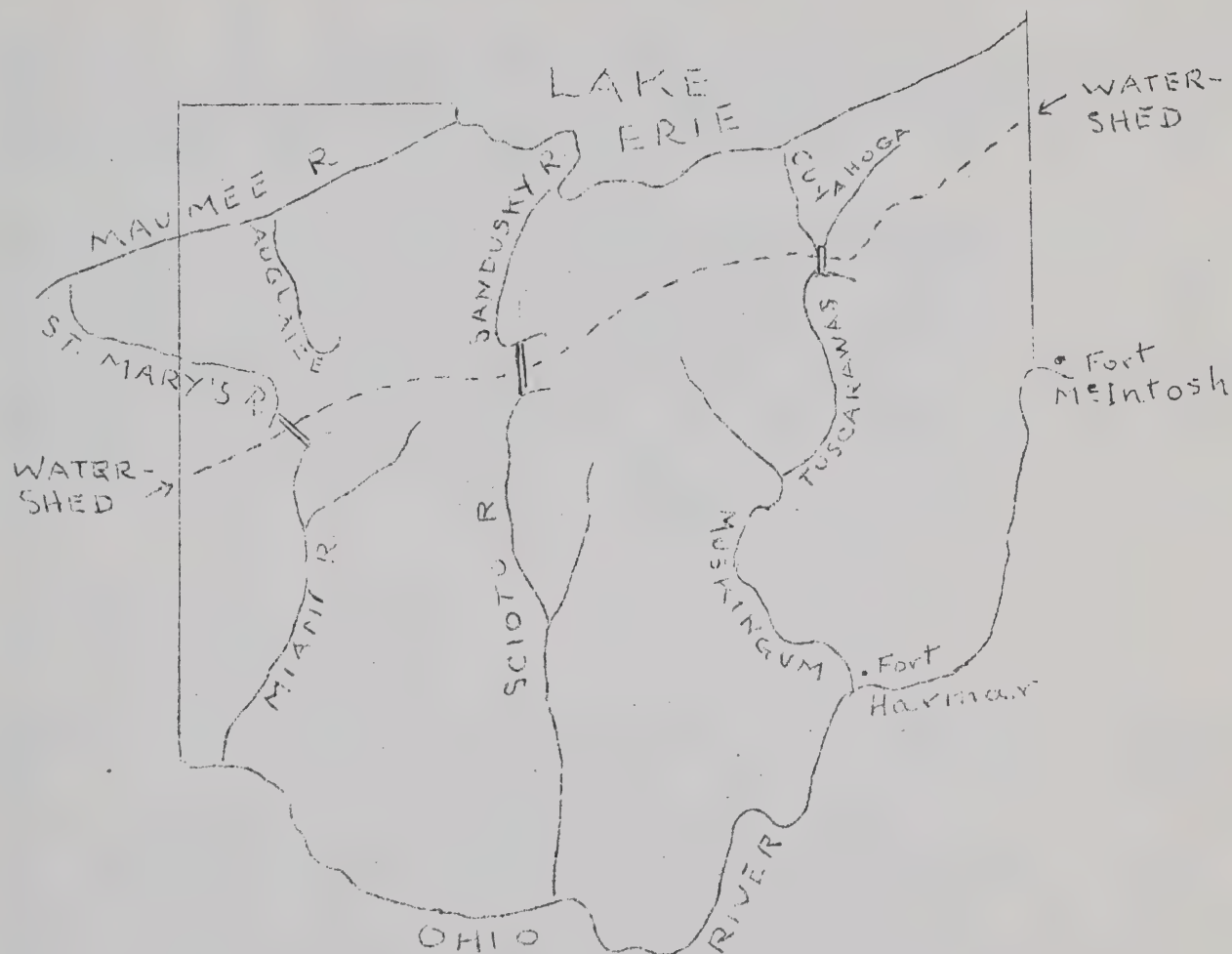
To residents of Akron and Summit County, it is the latter which commands attention. As we shall see, it was a route well-known to Indians and pioneers, and it was shown on some of the earliest maps of the Ohio country. The Portage and the Cuyahoga valley was also a natural boundary recognized by Indians and whites alike. It is therefore mentioned in the early treaties between the whites and Indians, and still later, in the description of the boundary lines of some of the earliest counties of Ohio. Even as late as 1814 it was shown on the current maps of the United States. It is therefore an ancient and prominent landmark in our country's history.

As Gen. Lucius V. Bierce said in 1854, "...we look west and see within our township, and almost within our corporation, the celebrated Indian Trail, once the boundary between the Six Nations and the Western Indians." (Bierce, p. 21)





- ☆ Cuyahoga River to Tuscarawas River
- ☆☆ Sandusky River to Scioto River
- ☆☆ Maumee River to Miami River



### THE ERIES AND THE PORTAGE

The first Indians who lived here in historic time were the Eries. They occupied a wide strip of territory along the southern shore of Lake Erie, in Ohio and Pennsylvania. What is now Summit County was a part of their territory, and they must have long used this portage previous to their annihilation by the Iroquois, in 1656. As Archer Butler Hulbert has said, "No old-time highway in Ohio is of more historic interest, at least in proportion to its length. It is probably one of the oldest highways in the west. ... It became the portage for the Indians from the lake country to the streams flowing south, to the country of their enemies the Creeks, the Cherokees, and the Mobilians." (O.A. VIII, p. 291)

"First glimpse we get of the country south of Lake Erie is from relations of a mission in 1654 by Fathers Dablon, Le Moine and Chaumont among the Senecas." (Rufus King, History of Ohio, p. 35)





The reader will recall that the French had settled in Canada, and from thence had sent explorers west and south. By right of their explorations the French claimed Ohio as theirs, and this claim was not actively disputed by the British traders until about 1745. Until that time this may be said to have been undisputed French territory.

"It is not known who the first European or white man was to pass over this route, but no doubt it was first travelled by French fur traders or voyagers. The ubiquitous fur traders were everywhere present, in the immediate wake of the original explorers, but they left no records of their travels or excursions."

"On LaSalle's return from his explorations of the Ohio, in 1670, all that country was made known and soon invaded by the rapacious and unscrupulous fur traders, so that we may safely assume that all the waters of Lake Erie and the waters leading from Lake Erie to the Ohio were traversed by them and that they must be considered as the first white men to invade these waters; so that it is almost certain that the Cuyahoga and the Muskingum and the Scioto routes and the Maumee were all known and often used by the French traders prior to the time of which we have any authentic record."

- Col. E.L. Taylor, in O.A., XIV, p. 390-1

#### LA SALLE AND THE PORTAGE

On the basis of Abbe Galinee's diary, which is accepted by the great historian Francis Parkman and practically all modern historians of Ohio, it has been shown that LaSalle, on account of the unfriendliness of the Senecas in New York, journeyed clear to the western tip of Lake Ontario, in his attempt to reach the Ohio. On the strength of this evidence, it would seem that the routes through New York and Pennsylvania to the Allegheny were closed to him, and that his most logical route to the Ohio was by way of the Cuyahoga, the portage, and the Muskingum. If this is true, then LaSalle was on the portage in 1669 and was the first white man to pass over it. (See O.A. VII, p. 291 and XXIV, p. 245; Crowe-Smith, p. 162)

#### THE ALBANY TREATY, 1726

"The Confederates (Iroquois) July 19, 1701, at Albany surrendered their Beaver Hunting country to the English to be defended by them for the said Confederates, their heirs and successors forever. And the same was confirmed Sept. 14, 1726, when the Senecas, Cayugas, and Onondagas surrendered their habitations from Cayahoga to Oswego and sixty miles inland." (See Evan's Map 1755) This treaty was specifically made between the Five Nations and the Province of New York, in virtue of which New York considered the territory east of the Cuyahoga to belong to them, in opposition to the claims of Connecticut and Virginia.

Randall (p. 190-1), evidently quoting directly from the original text of the treaty, gives the boundary as "west to Kayahoge and sixty miles to the south of this east and west line."





Sixty miles to the south, or sixty miles inland, carries us to the site of old Fort Laurens, at the juncture of the Tuscarawas and Sandy Creek. From this we can infer that the Cuyahoga River, the Portage, and the Tuscarawas River was the western boundary line of the Iroquois after their destruction of the Eries, in 1656.

### CADWALLADER COLDEN'S MAP, 1728

This map, which appears in Colden's History of the Five Indian Nations, 2nd edition, by its title, is meant primarily to show the territorial extent of the Province of New York after the Albany Treaty. We therefore believe that the unidentified portage south of Lake Erie is meant to be the Cuyahoga Portage, since the Cuyahoga marked the western limit of the newly acquired lands from the Iroquois.

The map is almost an exact copy of the French map of 1717 by Delisle. Delisle, however, shows a portage at the eastern end of Lake Erie, which is evidently the Lake Chautauqua Portage to the Allegheny. (See Book of Old Maps, Fite-Freeman, Harvard University, 1926) Colden, in copying Delisle's map in 1728, just two years after the Albany Indian Treaty, deletes Delisle's portage, and shows one further west, to the Ohio, which can, in our opinion be none other than the Cuyahoga Portage, as these were the two noted portages of antiquity in these parts.

It is true that, if this is the Cuyahoga, it is shown too far to the east. But we must allow for the times. The whole map of the Ohio region is crude, as witness the course of the Ohio and Allegheny, as well as of the Wabash. It is also evident that Colden knew nothing as yet of the Tuscarawas or the Muskingum, and assumed from the Delisle map that "sixty miles to the south" would lead clear to the Ohio.

### THE PENNSYLVANIA TRADERS

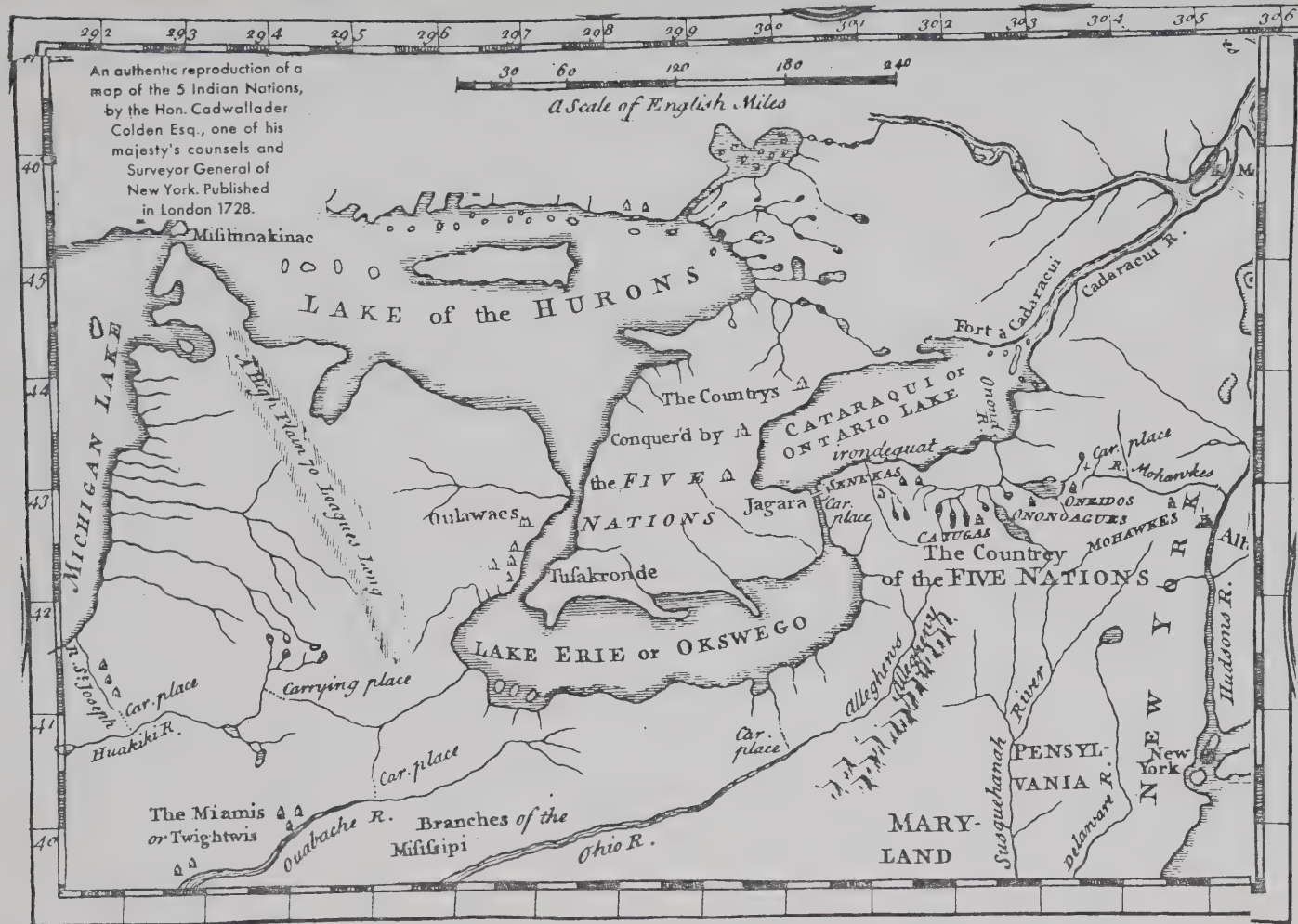
For some sixty or seventy years the French enjoyed an unmolested monopoly in the fur trade with the Ohio Indians, but, at least as early as 1740, traders from Pennsylvania began to appear in Ohio.

A. T. Goodman (O.A. XVII, p. 368) says: "As early as the year 1745, English traders penetrated as far as Sandusky. ... During this period a celebrated Indian trader from Pennsylvania, George Croghan, had a station at or near the mouth of the Cuyahoga, then known as the Cayahaga, and sometimes Hioga."

He had other stations at Bolivar, Ohio, and at Beaver, Pennsylvania, therefore, he must have used the portage constantly.







*A MAP of the Country of the FIVE NATIONS of the IROQUOIS INDIANS, belonging to the Province of NEW YORK, with part of CANADA.*

(Note the longitude, which in those days ran east clear around the world from the Canary Islands. Ferro Island of that group lies  $17\frac{1}{2}$  degrees west of Greenwich.)





## THE EVANS MAP, 1755

The following map is taken from a photostat obtained from the Library of Congress. The reader must not get the wrong impression of these early maps. They are not crude, illegible, discolored sketches, but the product of scholarship and craft of that day. Traders and scouts were the source of much accurate information. In regard to the map, which bears the title of "A General Map of the Middle British Colonies, in America," Judge C. C. Baldwin says: "Lewis Evans was an American geographer and surveyor. ... He published a map of the Middle Colonies in 1755 with an analysis. The Map itself is an epitome of history and geography." (O.A. XVII, p. 368)

Evan's map, revised by I. Gibson in 1758, as reproduced in Paullin's Atlas, contains the following inscription:

"Cayahoga is nowhere obstructed with falls or rills, and its width sufficient to receive large sloops from Lake Erie; and the Portage but short between that lake and the Ohio. It may become of consequence in time. The country having wide extended meadows, timber fit for shipbuilding and excellent land for settlements."

"Muskingum R all gentle and passable with canoes to the portage at the head."

He notes the Cuyahoga as "muddy and pretty gentle."

## THE "1 MILE PORTAGE"

Those who are familiar with the Cuyahoga-Tuscarawas portage know that it is about 8 miles long. Therefore, the notation on Evan's map of a "portage 1 m" raises a question; especially as similar notations occur on succeeding maps.

The matter is clarified by a paragraph in the diary of Susannah Zeisberger, for August-October, 1798, which we discuss later in this text.

## IDENTIFICATION OF PLACES ON EVAN'S MAP

"Tawas" - Ottawas.

"French House" - Evidently an old French trading post.  
Ruins were found by early Connecticut settlers  
which were identified with this post.

"Three Legs" - Now New Philadelphia.

"Logstown" - Later Ft. McIntosh, now Beaver, Pennsylvania.

"Salt Springs" - Now Niles, Ohio.

(Evans and Hutchins show longitude west from Philadelphia).







PORTION OF  
THE EVANS MAP





# COL. JAMES SMITH'S DESCRIPTION OF THE PORTAGE & ITS ENVIRONS

In 1755, after Braddock's defeat, James Smith, a native of Pennsylvania, was taken captive by the Delawares, at the age of eighteen, and was adopted into their tribe. He lived among them in northern Ohio from 1755 to 1759, when he made his escape. He later became a captain in the Pennsylvania Volunteers, and still later, a colonel. He wrote a remarkable document of his life among the Indians, from which the following is taken:

"We turned up the Cayahaga and encamped; here we stayed and hunted for several days and so we kept moving and hunting until we came to the forks of the Cayahaga. This is a very gentle river and but few ripples or swift running places from the mouth to the forks."

"From the forks of the Cayahaga to the East branch of the Muskingum [the Tuscarawas] there is a carrying place where the Indians carry their canoes, etc., from the waters of Lake Erie into the waters of the Ohio."

"From the forks I went over with some hunters to the east branch of the Muskingum where they killed several deer, a number of beavers, and returned heavily laden with skins and meat, which we carried on our backs, as we had no horses."

"A little above the forks, on the east branch of the Cayahaga are considerable rapids, very rocky for some distance, but no perpendicular falls." (See Cherry, Howe, and Darlington).

## VARIANT SPELLING OF "CUYAHOGA"

The spelling "Cuyahoga" seems to have originated about the year 1787. Cayahoga, Cayahaga, Coyahoga, Kayahoge, Cujahaga, Cajahages, Gwahaga, Cayahague, Hioga, and Canahogue are some of the forms encountered. Darlington's edition of James Smith gives its derivation as Ka-ih-ogh-ha, from the Mohawk. The generally accepted meaning of the word is "crooked."

## DURING THE REVOLUTIONARY WAR, 1776 - 1783

The Portage was off the beaten path during the Revolutionary War. The main settlements of the Americans were in the southern part of the State, and that is where most of the Revolutionary engagements took place. The "Great Trail" from Detroit to Pittsburgh was the chief route of travel between the opposing forces. It passed south of here, through what is now Wooster and New Philadelphia.

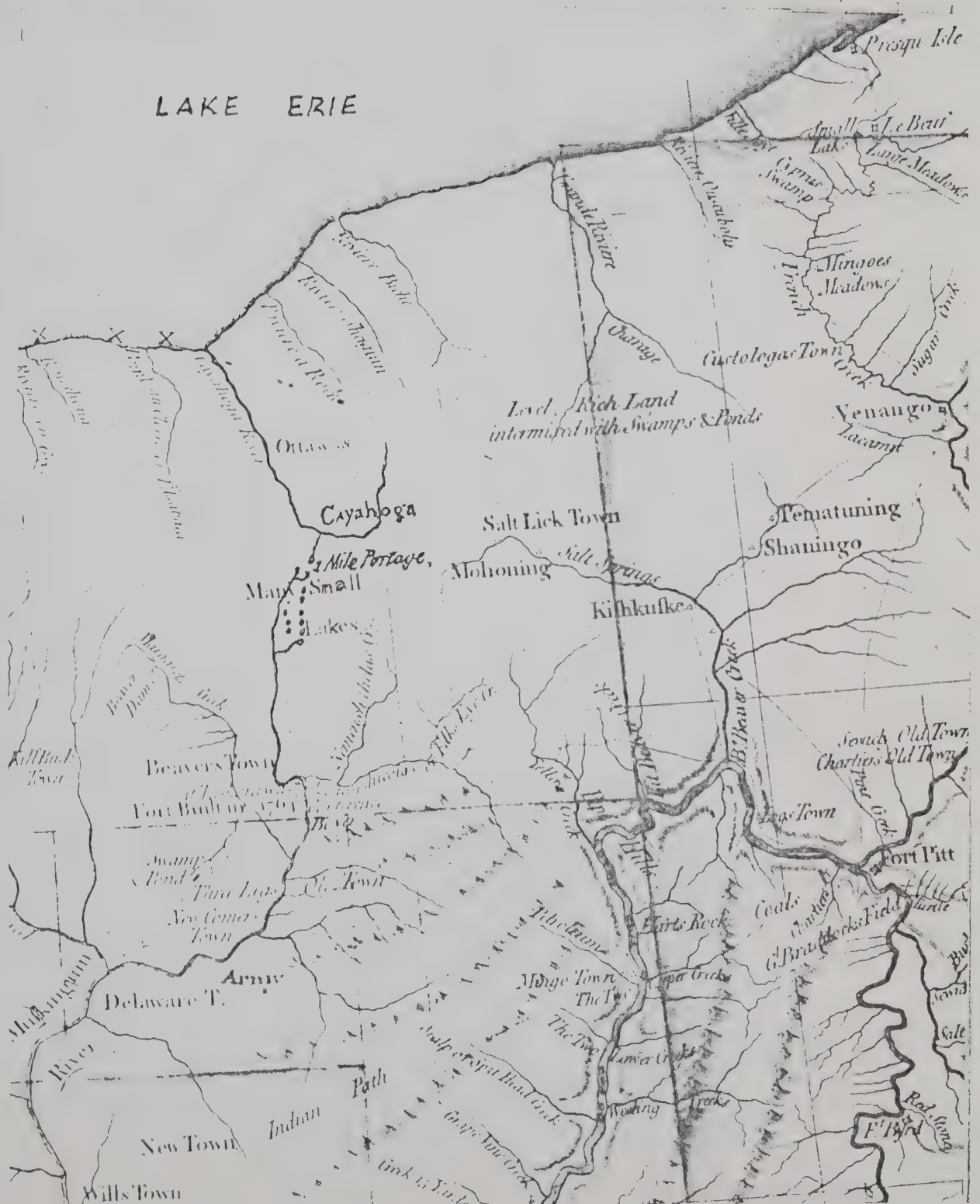
## HUTCHINS' MAP, 1776

"Thomas Hutchins was a surveyor and engineer and, later, official geographer of the United States. He served in the French and Indian wars and was thereafter influential in Ohio Valley affairs until his death in 1789... He rendered special service as surveyor and geographer during the first settlement of Ohio by the Ohio Company Associates..." - Randall, pp. 239-241.





PORTION OF HUTCHINS' "WESTERN PARTS OF VIRGINIA" - 1776  
(From a photostat from the Library of Congress)







This is the same Hutchins to whom George Washington refers in the letter included in this work. He served under Col. Bouquet, in 1764, in an official capacity as surveyor and engineer, at which time Bouquet invaded Ohio and secured the release of prisoners taken by the Indians during Pontiac's War.

#### COMMENTS ON THE MAP

"Many small lakes" - the Portage Lakes

"Beaver Town" - now Bolivar

"Fort built in 1764" - by Col. Bouquet when he liberated all the white captives held by Ohio Indians.

"Three Legs" - now New Philadelphia

(Note that Hutchins shows a "1-mile portage" and also our present Portage Path as part of an Indian Trail to the south.)

Maps are a peculiarly valuable source of history. Photostats of them give their maker's testimony in unmistakable terms, in his own handwriting and spelling. They are interesting for preserving old names, old spellings and old geographical and historical notations.

#### TOPOGRAPHICAL DESCRIPTION OF VIRGINIA - THOMAS HUTCHINS - 1781

(Translated from the French)

Ohio was part of the Northwest Territory claimed by Virginia in those days through its charter from the King of England. Hutchins writes:

"The Muskingum is a beautiful river, the banks of which are high, which keeps the neighboring lands from all inundation. Its width at the junction with the Ohio is about 125 toises /A unit of about 6.4 feet/. It is navigable without any impediments for the large boats as far as Three Legs /Near New Philadelphia/. And the smallest go up as far as its source, where a small lake extends out a little /Long Lk.?

"From there one goes to the Cayahoga, which leads into Lake Erie. This river is marshy, not very swift, and is not obstructed by water falls nor rocks. There is a beautiful, high country here; there are great stretches of prairies, of oak trees and mulberry trees suitable for building vessels; of walnut trees, chestnut trees and poplar trees suitable for domestic uses. The Cayahoga furnishes the best portage between the Ohio and Lake Erie; this river has enough width and depth at its mouth to receive the large sloops of the Lake, and this is what makes me look upon this place as very advantageous and of great importance."

This document was written in French under the title: DESCRIPTION TOPOGRAPHIQUE DE LA VIRGINIE. The copy we consulted is at Western Reserve Historical Library, Cleveland, Ohio. The translation was made for us by Mrs. A. E. Peiffer.





# SEVEN RANGES SURVEY - 1785



----- Indian Trails

From Map in O.A., Vol. XXI, p. 467

"The first public survey of the lands northwest of the Ohio River was the seven ranges of Congress lands made by authority of Congress in pursuance of an act passed May 20, 1785. Thos. Hutchins, ... had charge of the surveys, and it was his system then adopted that is still in force."

- W. H. Hunter, in O.A., Vol. VI, p. 196

The map shows the Cuyahoga-Tuscarawas Portage to be one and one-quarter miles.





General Washington, in a letter written October 10, 1784, to Benjamin Harrison, then Governor of Virginia, in which he discusses at length the best mode of communication between the tide water regions of Virginia and the Northwest Territory, by means of the Potomac and James Rivers, says: "It has long been my decided opinion that the shortest, easiest and least expensive communication with the invaluable and extensive country back of us would be by one or both of the rivers of this State, which have their sources in the Apalachian Mountains. Nor am I singular in this opinion. Evans, in his map and analysis of the Middle Colonies, which, considering the early period at which they were given to the public, are done with amazing exactness, and Hutchins since, in his Topographical Description of the Western Country, a good part of which is from actual surveys, are decidedly of the same sentiments."

"The navigation of the Ohio", he continues, "being well known, they will have less to do in the examination of it; but nevertheless, let the courses and distances be taken to the mouth of the Muskingum, and up that river (notwithstanding it is in the ceded lands) to the carrying place to the Cuyahoga; down the Cuyahoga to Lake Erie, and thence to Detroit. Let them do the same with Big Beaver Creek, although part of it is in the State of Pennsylvania; and also with the Scioto."

- John H. James, in O.A., Vol. III, p. 101-2

The ceding to which Washington refers is the one whereby his native state of Virginia, in 1783, ceded her interest in the Northwest Territory to the new Federal Government.

Contrary to the opinion of some, there is absolutely no evidence that Washington was ever on the Portage or in the Western Reserve. The nearest he came was in 1753, when, on a mission for the governor of Virginia, he made a trip to the French Fort Venango, near Franklin, Pennsylvania, and Fort LeBeouf, south of Erie, Pa. (See Hutchins' Map).

#### THOMAS JEFFERSON ALLUDES TO THIS PORTAGE

Among the books published in the early days of our country was one by Thomas Jefferson entitled Notes on the State of Virginia. This was quite a comprehensive volume and contained a large, well-engraved map which was folded and attached to the volume.

In the 1787 edition he says: "The Muskingum is 280 yards wide at its mouth and 200 yards at the lower Indian towns, 150 miles upward. ... It is navigable for small batteaux to within one mile of the navigable part of the Cuyahoga River which runs into Lake Erie." (p. 19)

#### FROM A FRENCH PAMPHLET USED BY AMERICANS IN SELLING OHIO LANDS TO THE FRENCH - - 1788

The following pamphlet, certificate, and letter are taken from John M. James, in O.A., Vol. III, pp. 82-108.

"The Muskingum is a river which flows slowly, and has banks high enough to prevent all inundation. It is 250 yards wide at the place where it enters the Ohio, and is navigable for large vessels and batteaux as far as Three Legs, and for small boats to the lake at its





source. From thence, by means of a transit by land of about one mile communication is opened with Lake Erie, by means of the Cuyahoga, which is a river of great value, navigable through its whole length, without any cataracts to obstruct its course."

#### C E R T I F I C A T E

"Having read attentively the pamphlet in which is given a description of the Western Territory of the United States, I, the undersigned, certify that the facts therein contained concerning the fertility of the soil, abundant production and other advantages for husbandmen, are true and reliable, and that they correspond perfectly with the observations I have made during the ten years I have spent in that country!"

(Signed) THOMAS HUTCHINS

Geographer of the United States

FROM THE LETTERS OF AN AMERICAN FARMER,  
BY M. S'JOHN DE CREVECOEUR, FRENCH CONSUL TO AMERICA - (c.1788-1793)

"It is near one of the principal branches of the Muskingum that the great Indian village of Tuscarawas is built, whence a portage of two miles only leads to the Cuyahoga River, deep and but slightly rapid, the mouth of which on Lake Erie forms an excellent harbor for vessels of 200 tons. This place seems designed for the site of a city, and several persons of my acquaintance have already thought so."

#### MORSE'S GEOGRAPHY

From the American Universal Geography, by Jedediah Morse, 1793 (copy in the Western Reserve Historical Library) we quote: "The Muskingum ... is navigable by large batteaux and barges to the Three Legs; and by small ones to the lake at its head. From thence, by a portage of about one mile, a communication is opened to Lake Erie through the Cuyahoga which is a stream of great utility."

This is the guide that David Hudson, first settler in Summit County (1799), used when he came to these parts (Howe). In a later edition, the description remained the same, but the distance given is  $7\frac{1}{2}$  miles.

#### DANVILLE AND ROBERTS' ATLAS - 1794

In 1794, a large and beautiful atlas was issued by Danville and Roberts in England. The volume is about 24 x 15 inches in size and contains some 60 maps of the world. It too bears the legend "Portage 1 mi." on the map of Ohio. (Copy in Western Reserve Historical Library)

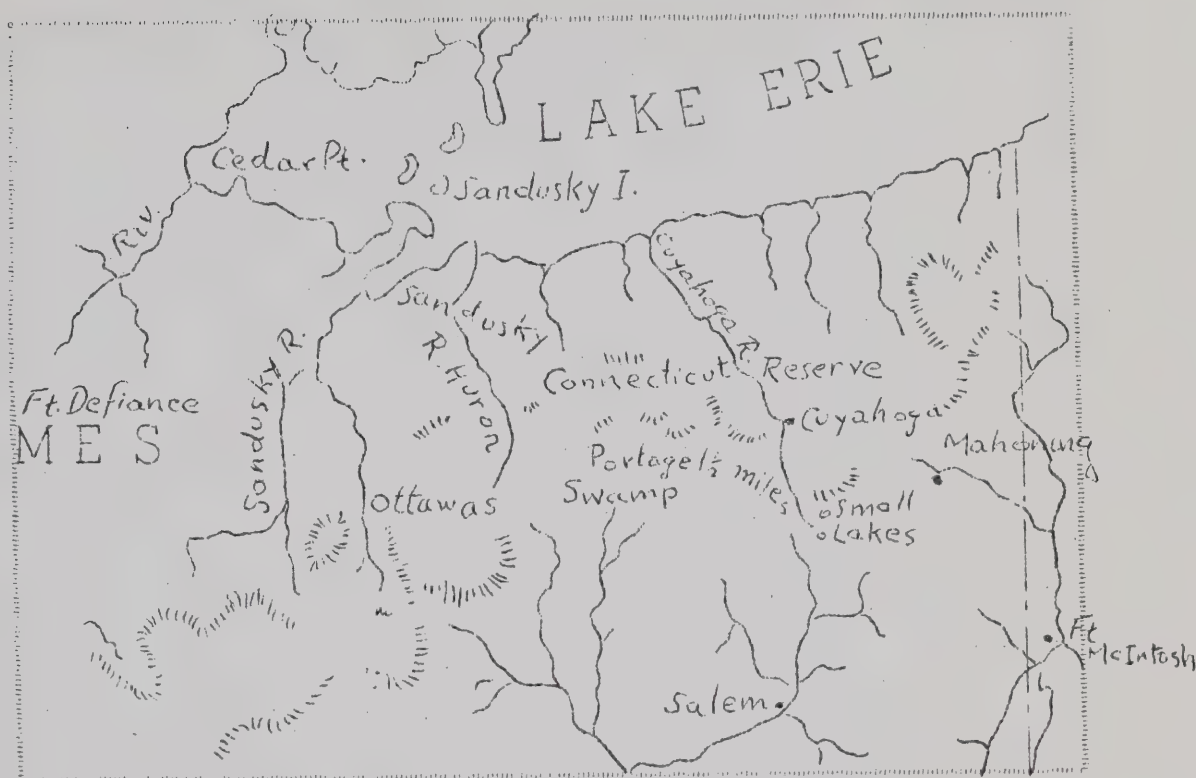
It is interesting to note that, in a world atlas of this caliber and scope, our little portage is considered important enough to be shown.





PORTION OF ARROWSMITH'S MAP OF THE U. S. - 1814

(See Paullin's Atlas)



MISSIONARY JOHN HECKEWELDER - 1796

Heckewelder was missionary of the Moravian Church to the Delawares in Ohio, 1762-86. The following is taken from his "Description of North-eastern Ohio": "...there is the best prospect of water communication from Lake Erie into the Ohio by way of Cujahaga and Muskingum Rivers. The carrying place being the shortest of all carrying places which interlock with each other, and at the most not above 4 miles. ... It (the Cuyahoga) is navigable at all times with canoes to the Falls, a distance of upwards of 60 miles by Water - and with boats at some seasons of the year to that place - and may without any great expense be made navigable for boats that distance at all times."

Evidently the "4 miles" refers to the distance from the northern terminus of the Portage to the northern tip of Summit Lake. His map shows that, at least in certain seasons, the waters of Summit Lake flowed south into the Tuscarawas River. The Summit County Historical Society Bulletin for March, 1952, quotes Col. Justus Gale as follows: "the Ohio Canal was being opened through Summit Lake and the adjacent marshes. The Lake itself was lowered about four feet..."

It is curious that the word "Cujahaga" appears in Heckewelder's text. The name appears four times on his map and is there clearly "Cajahaga!"

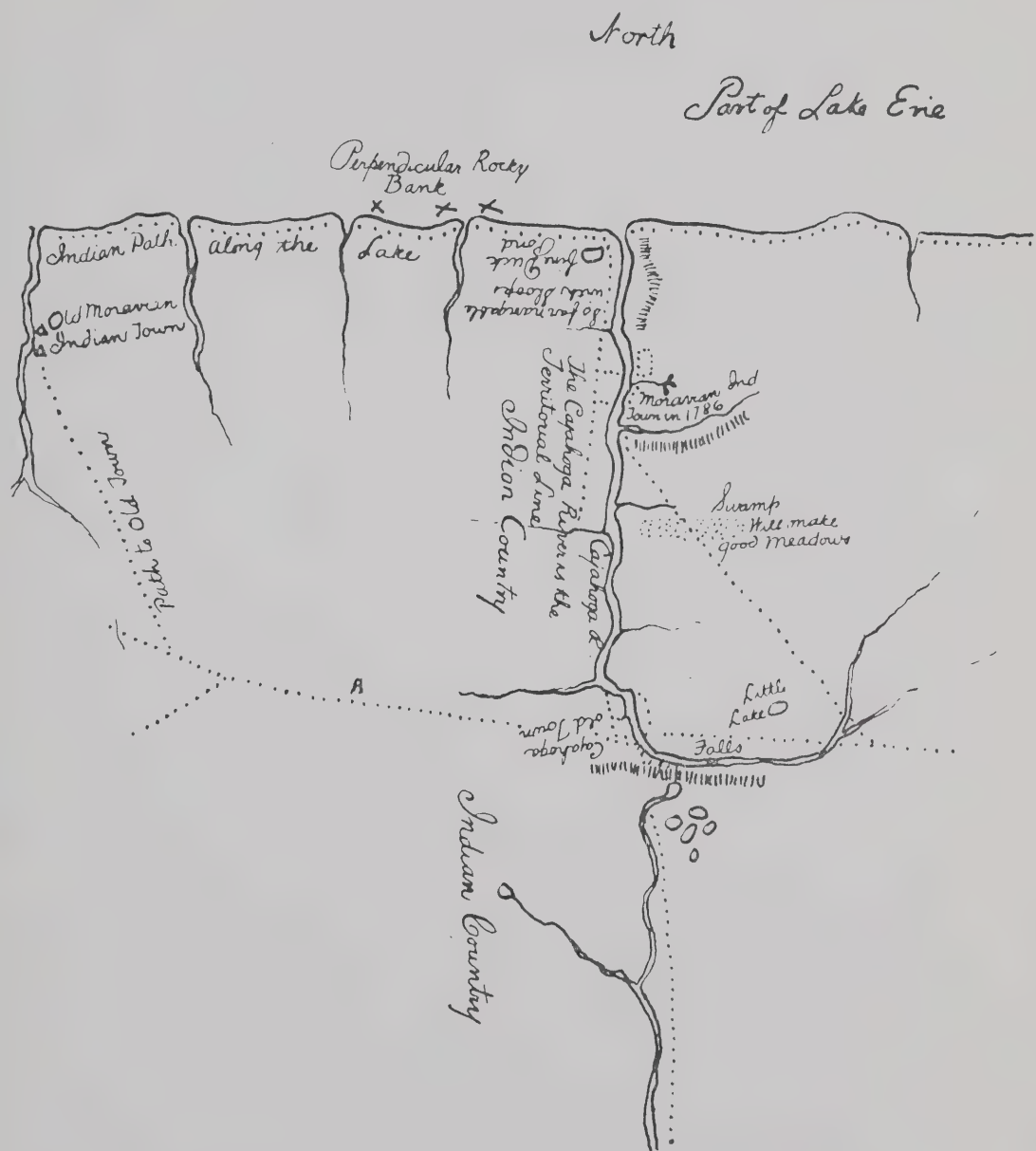
His map, which follows, is a freehand drawing and is somewhat inaccurate in detail. His delineation of the Portage, therefore, leaves us with a degree of uncertainty as to his concept of its course.





PORTION OF HECKEWELDER'S MAP OF NORTHEASTERN OHIO - 1796

Copied and enlarged from a photostat of the original



.....Indian trails. // Steep river bank. "Little lake"-Silver Lk.

"A" - "Path to Cajahaga, Sandusky and Detroit!"





THE ZEISBERGER-MORTIMER DIARY - 1798

David Zeisberger, the famous Moravian missionary, probably used the portage often in his work among the Indians. We have one instance definitely recorded. After the Moravian massacre, during the Revolutionary War, he and his Indian converts withdrew to Fairfield in Canada. In the summer of 1798, the way was made possible for him and his wife Susannah and a brother Benjamin Mortimer to return to the site of the old Schoenbrunn Mission on the Tuscarawas, with a company of 33 Indians. On September 19, Susannah Zeisberger makes this entry:

"We passed the so called Old Cayahaga town, which is a place where the Delaware nation had once their principal residence. ... The town is now quite destroyed. In the evening we arrived at the Cayahaga carrying place, where we were to quit that river, which now took a northeasterly course, and proceeded south to the Muskingum. Our first business was to unload the canoes, which were then hid among the thick underwood, for the future use of ourselves or any of our friends who might have occasion for them. Thus ended our 9 days navigation on the Cayahaga. ¶ There is a small creek that falls here into the river which is navigable in the spring, within about a mile of one of the heads of the Muskingum. At the present season it could be of no service to us, but our baggage had to be conveyed 10 miles over land."

- Diary of Brother and Sister Zeisberger and Brother Benjamin Mortimer...August 15th to October 4th, 1798, pp. 38,39 of Mortimer's English version.

The "small creek" is evidently the Little Cuyahoga, and "one of the heads of the Muskingum" is Summit Lake. In other words, it would seem that, in the spring, it was possible to navigate up the Little Cuyahoga River to the bottom of what is now North Howard Street Hill, and thence carry one's belongings up the hill to Summit Lake, which extended further north in those days. Summit Lake was lowered four feet when the canal was built in 1825, so it is reasonable to suppose that in the spring, when the water was high in the Little Cuyahoga, it was also high enough in Summit Lake to make continuous water passage from Summit Lake to the Tuscarawas possible. Heckewelder's map so shows it. Pease's map shows the lake proper as extending almost 3 miles, even in July. Moses Warren, in his survey notes for July 19, 1797, says that from traverse No. 37, "quite to the Tuscarawa is swamp or pond", referring to Summit Lake. "Quite" here means "fully, totally".

SIGNIFICANCE OF THE ZEISBERGER-MORTIMER DIARY

What makes this diary unique is the last paragraph of the above quotation. The notation, "Portage 1 mile" on Evans, Hutchins, and succeeding maps, has puzzled historians through the years. No one could be sure what was meant - whether there actually was an alternative to the long 8-mile portage, or whether it was a surveyor's dream of what could be accomplished with a minimum of dredging. Col. James Smith, the traders, the scouts, and the missionaries left no written record of ever having used such a shorter portage. But here the map-makers are vindicated with the positive statement that, at certain seasons, such a portage was an actuality.

Credit is due to Mr. C.R.Quine for the discovery of this diary, which is described in his Old Portage and the Portage Path. Permission has been obtained from the Moravian Archives, Bethlehem, Pa., for the reproduction of this quotation. The original Diary is in their files.



## NATIONAL TREATIES AND THE PORTAGE

In the treaty with the English in 1783, after the Revolutionary War, the western boundaries of the United States were fixed at the Mississippi. Virginia, Connecticut and New York all had claims to the lands in the territory northwest of the Ohio, but, in the interest of national harmony and unity, ceded their claims to the new national government - New York did so in 1782, Virginia in 1784, and Connecticut in 1786. However, Connecticut retained for herself a strip from the Pennsylvania line and 120 miles westward, between the 41st parallel and Lake Erie, which came to be known as the Connecticut Western Reserve.

In a treaty at Fort Stanwix, N.Y., October 22, 1784, the Iroquois ceded their claims on the lands north of the Ohio and east of the Mississippi to the new United States government. However, the Ohio tribes refused to recognize the right of the Iroquois to bargain for them. Therefore, in 1785 the commissioners of the United States met with the Wyandots and the Delawares at Fort McIntosh. Pennsylvania.

### Treaty of Ft. McIntosh, January 21, 1785

"Art. 3. The boundary line between the United States and the Wyandot and Delaware nations, shall begin at the mouth of the river Cayahoga, and run thence up the said river to the portage between that and the Tuscarawas branch of the Muskingum; thence down the said branch to the forks at the crossing place above Fort Lawrence - then westerly to the portage of the Big Miami, ..." (Taken from the Treaties between the United States and Indian Tribes, 1778-1837)

Fort Laurens, mentioned in this treaty, was erected during the Revolution near what is now Bolivar, and was named after the President of the Continental Congress. The effect of this treaty was to give the Wyandots and Delawares title to all of northwestern Ohio within the boundaries described.

It will be noticed that the section of the Connecticut Reserve, west of the Cuyahoga, was granted to the Indians without any regard to the Connecticut claims. As a matter of fact, the purchasers of land in that section, as well as the Revolutionary War sufferers who received grants in the "Firelands" section, had to make a cash settlement with the Indians to get a clear title, which they did not get until the Treaty of Fort Industry (Toledo), July 4, 1805. Even the sales of the Connecticut Land Company, east of the Cuyahoga, had no validity until 1800, when finally an understanding was reached between Connecticut and the Federal Government. Thus the plain hard fact of the matter is that the United States never recognized any such thing as a Connecticut Western Reserve.

### Treaty of Fort Harmar, 1789

This treaty was negotiated by Gen. St. Clair, governor of the Northwest Territory, at Marietta, January 9, 1789, with the Wyandots, Delawares, Ottawas, Miamis, Chippewas, Pottawattamies and Sacs. In substance, it simply confirmed the Fort McIntosh treaty.

"Art. 2. And whereas, at the before mentioned treaty it was agreed that a boundary should be fixed between the lands of those nations and the territory of the United States, which boundary is as follows, viz: beginning at the mouth of the Cuyahoga river and running thence up the said river to the portage between that and the Tuscarawas branch of the Muskingum, then down the said branch to the forks at the crossing place above Fort Lawrence,..."





### Treaty of Greenville, August 1795

This treaty was negotiated by Gen. "Mad Anthony" Wayne after the Battle of Fallen Timbers, and remained in effect until the Treaty of Ft. Industry, 1805, when the boundary was changed from the Cuyahoga to the western limit of the Firelands of the Connecticut Reserve.

"Art. 3rd. The general boundary line between the lands of the United States and the lands of the said Indian tribes shall begin at the mouth of the Cuyahoga River, and run thence up the same, to the portage between that and the Tuscarawas branch of the Muskingum; thence down that branch to the crossing place, above Fort Lawrence; thence westerly,"

"Art. 4th. ...the United States relinquish their claims to all other Indian lands, Northward of the river Ohio, eastward of the Mississippi, and westward and southward of the Great Lakes, and the waters uniting them; according to the boundary line agreed on by the United States and the King of Great Britain, in the treaty of peace, made between them in the Year 1783."

"Art. 5th. ...the meaning of that relinquishment is this: The Indian tribes who have a right to those lands are to quietly enjoy them. ... without any molestation from the United States; but when those tribes, or any of them, shall be disposed to sell their lands, or any part of them, they are to be sold only to the United States; and until such sale, the United States will protect all the said Indian tribes in the quiet enjoyment of their lands. ... And the said Indian tribes again acknowledge themselves to be under the protection of the Said United States, and no other power whatever." - O.A., XII, p.138 ff.

### THE PORTAGE AND EARLY COUNTY LINES

(See J.F.Laning in O.A., Vol.V, p.329 f.)

#### Washington County Boundary, 1788

Washington County was the first county in the Ohio Territory. Its original boundaries were set as follows: "...thence along the southern shore of said lake/Erie/ to the mouth of the Cuyahoga river; thence up said river to the portage between it and the Tuscarawas branch of the Muskingum; thence down that branch..."

It may be somewhat startling to find out that the eastern part of the Reserve was already a part of Washington County when the Connecticut surveyors arrived, and had been so for 8 years.

#### Wayne County Boundary, 1796

Wayne County was the third county formed in Ohio; it originally extended into Indiana and Michigan.

"Beginning at the mouth of the Cuyahoga River, upon Lake Erie, and with the said river to the portage, between it and the Tuscarawas branch of the Muskingum; thence down the said branch..."

#### Jefferson County Boundary, July 29, 1797

Jefferson County was formed from the eastern part of the original Washington County.

"...thence due west to the Muskingum river, and up the same to and with the portage, between it and the Cuyahoga River; thence down the Cuyahoga to Lake Erie..."



# THE FIRST OHIO COUNTIES



1.

Washington County

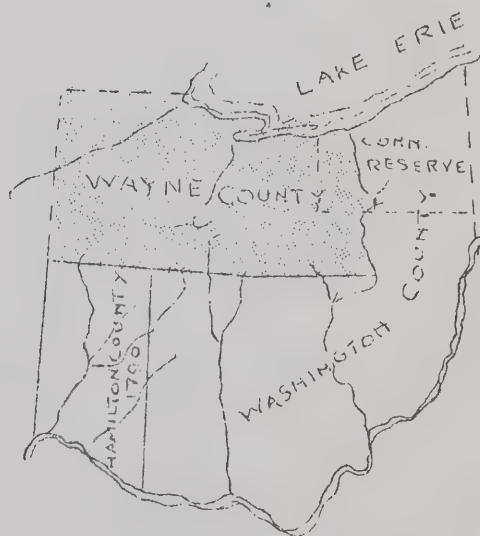
Formed 1788

Note the conflicting claims of the Indians and Connecticut.

2.

Wayne County, formed 1796

Although incorporated as a County, the land in Wayne County still belonged to the Indians on these two maps.



3.

In 1797 Washington County was divided into three parts: Adams, Washington, and Jefferson counties. Jefferson County was formed July 29, 1797, just 8 days after Moses Warren completed his survey.







MOSES WARREN'S SURVEY OF THE PORTAGE - 1797

In 1795 Connecticut sold the section of its Reserve east of the Cuyahoga to the Connecticut Land Company, a private enterprise made up of Connecticut business men.

In 1796 Moses Cleaveland, representing the Connecticut Land Company, led a party to survey the Western Reserve east of the Cuyahoga River and the Portage Trail, preparatory to offering these lands for sale. Seth Pease was astronomer and surveyor of this party. (See Bierce). Moses Cleaveland did not return with the party the next year. According to Bierce, Seth Hunt was Agent for the company, and Seth Pease was Principal Surveyor in 1797. In the work this year, Moses Warren Jr. made the survey of the Portage, while Pease surveyed and established the line of the 41st parallel.

The original field notes and survey figures by Moses Warren Jr. are now in the possession of the Western Reserve Historical Society's Library. We had photostats made of this in 1946, from which copies have been made for the Summit County Historical Society and interested municipal and county offices.

The figures of this survey once and for all definitely mark the route of the Portage Trail for ever, as it was in the olden days. This survey became the basis for property lines in the subsequent land sales. The Library of Congress says they have no record of any federal survey of the path being made in connection with earlier Indian Treaties. This survey is, therefore, a priceless keepsake to lovers of the history of the Indian and Colonial days in the Reserve. In reproducing Warren's Notes, we have striven for accuracy and exactness. If our text varies from other published versions it is because ours is based directly on the photostat of the original. We have also, in general, retained the original spelling, capitalization, and punctuation, and have appended a list of foot-notes explaining various points of interest.

Monday July 17th, AD 1797 -

Started from upper head quarters at 1 P.M. to continue the 2d Parallel to Cayahoga River & meet Mr. Pease from the South on the portage or Tuskarawa Waters. Waite and Reynolds chainmen, Green packhorseman & cook, Hamilton & P. Barker axemen, Barker to return tomorrow. Having lent my compass to Mr. Redfield to run the 7th meridian, I take one of the Ballstown manufacture that is esteemed not good, but I do not discover but it traverses well with careful usage.

I began at the post I set in the 10th meridian the 30th of June & from it run West.

Continuation of the 2d Parallel

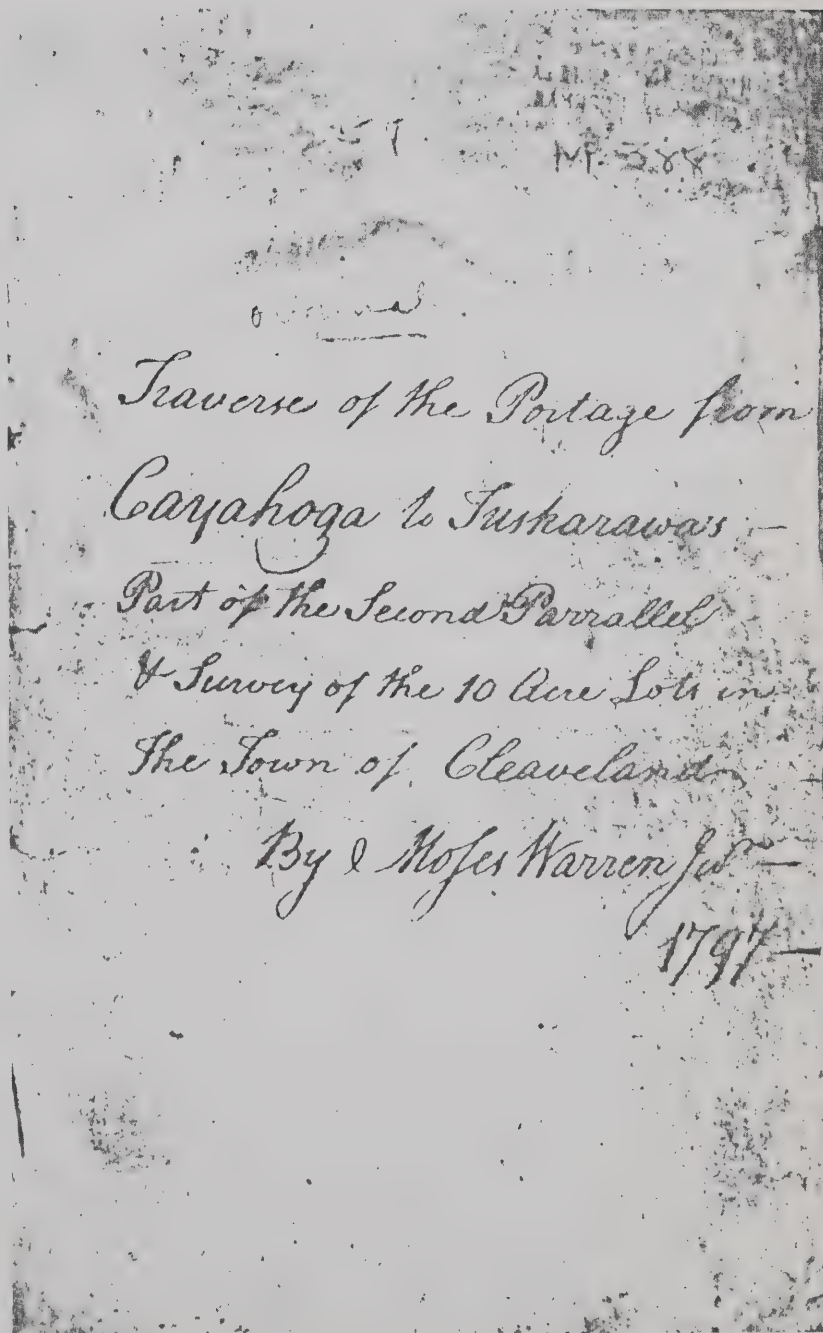
1st Mile, Level good land, thinly timbered with Oak, Hickory, Ash & Box.

2nd Mile, at 48.00 (1) a Tacamahaca swamp - the line just touches the S. end of it at 55.00 is a swampy outlet course SSW. Uneven good Land, Timber, Oak, Hickory, Blk Walnut, Elm, Maple, Butternut Box -

3d Mile at 7.50 is a spring run in deep gully almost dry Course SW. 31.50 a deep gully & dry bed of a run, course SW. at 60.00 I am



Facsimile of Cover of the  
ORIGINAL PORTAGE PATH SURVEY



Traverse of the Portage from  
Cayahoga to Tuskarawas

Part of the Second Parallel  
& Survey of the 10 Acre Lots in  
the Town of Cleaveland

By M. Warren Junr  
1797





1.50 N. of a bend in Cayahoga River, & so far of this mile is the break of the hills that bound the river Valley. The land very ridgy but good of the kind. Encamped at the end of the 12th tally, the river vapor prevents observing the polestar -

July 18th AD 1797 -

Run out of 3d mile & 45 links more & strike the right bank of Cayahoga - Land except the last 7.00 ridgy as before. Timber, Oak, beach, Elm, blk Walnut - last 7.00 is intervale -

This line comes to the river 13.98 from the portage tree which I traversed at 3 courses, the last crossing the river -

I then traversed the portage path (2) to Number 23. Southerly 182. 61 & returned to a run in No. 7 & encamped. (3) Sent Barker back after crossing the river. Land first 50.00 is ascending but there are but two difficult pitches, & is mostly an excellent soil. It is then to No. 23 Gently uneven good land. Timber Oak, Hickory, Maple, Chesnut, Box. This evening by a good observation of the polestar I found the variation to be 2.02 East

July 19th, Continued the traverse southerly to No. 69. Most of the land is good. From thence follow the path about 30.00 to Tuskarawa pond & encamp. A little way East of the path from No. 37 quite to the Tuskarawa is swamp or a pond. The middle of the pond is opposite to No. 48. (4)

July 20th, Continued the traverse to the river landing at No. 74, which is a Cherry tree. No. 72 is a large White oak tree marked with many indian Hieroglyphics. It stands 50 links East of Tuskarawa pond (5) at the pond landing, between which & No. 71 is a miry swail 2.00 across. In this vicinity are many old indian camps.

At No. 74 I encamped & cast up my traverse & find the distance from the 2d parrallel by the path 658.53

July 21st. Continued the traverse down the Tuskarawa & was allured from it by Mr. Pease's packhorsemen who sounded the indian hoop & was answered by us but refused to answer as we got near them, however. Mr. Pease connected his traverse with mine at No. 76 abt. 40.00 southwest of the Tuskarawa's landing.

This morning I was inclined to take a walk SE of the landing as I thought I heard bells that way, & at 45.00 distant I discovered a pond (6) 80.00 long & 30.00 wide, the outlet of which is N. & forms nearly half of the Tuskarawas River -

The outlet is navigable, & the pond at No. 72 outlets into the river 3500 below the portage the outlet is also navigable for boats.

Returned to upper headquarters with Mr. Pease & Party at evening.-





TRAVERSE BEGINNING AT THE END OF THE 2d PARRALLEL

No	S26w	3.85	S	E	W	
	s12w	4.97				
	s 9w	5.16	13.42		3.63	across...river to a tree
1	s42w	5.00	3.71		3.34	Cherry tree (7)
	(s73w	2.00				
2	(n88w	1.63	1.96		8.65	Hickory
	(s75w	5.29				
3	s24w	2.00	1.83		.81	White oak
4	s12w	4.00	3.91		.83	Boxwood
5	s10e	4.75	4.68	.82		Cherry tree
6	s9e	3.00	2.96	.47		White oak
7	s	2.58	2.58			Do. crosses a run

Warren follows with the complete figures of his survey. We have given only the first seven traverses as a specimen. The complete survey may be found in the files of the Summit County Historical Society.

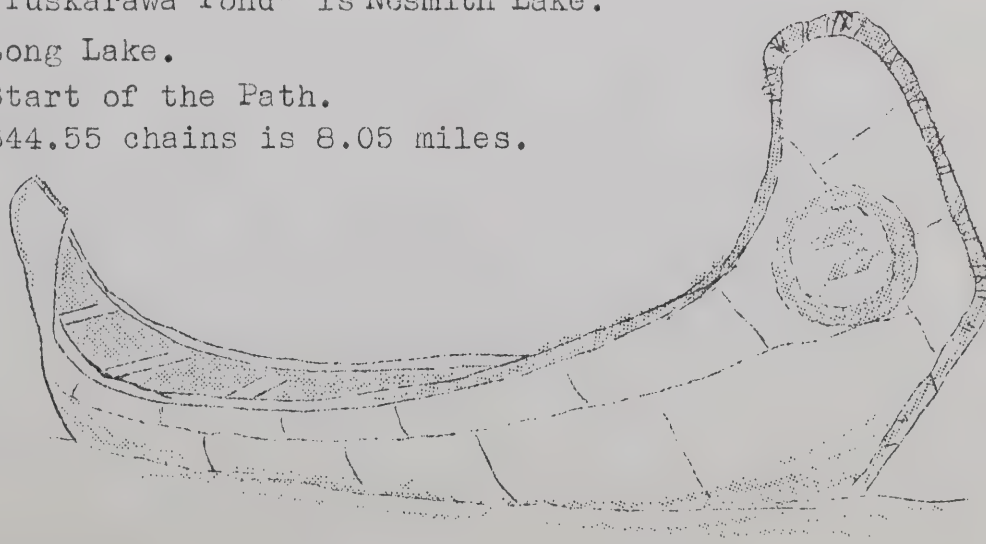
Warren concludes with the following summary:

Length of the portage path	644.55 (8)
Length of the whole traverse	700.45
Total southing	650.97
Total Westing	33.95

Except the break of Cayahoga hill, the portage will admit of an excellent road & the hill is nothing so formidable as that at Queens-town in Upper Canada. It is almost the whole distance good arable & pasture land. The greatest inconvenience will be a want of water between the run in No 7 & that in 37, & on the high of Land are some tolerable building stone.

EXPLANATORY FOOTNOTES BY THIS AUTHOR

- (1) 48.00 means 48 chains. 100 links make 1 chain; 1 chain is 66 feet; 80 chains are one mile.
- (2) Survey of the Portage begins here.
- (3) In Sand Run Metropolitan Park.
- (4) Summit Lake.
- (5) "Tuskarawa Pond" is Nosmith Lake.
- (6) Long Lake.
- (7) Start of the Path.
- (8) 644.55 chains is 8.05 miles.







# THE SETH PEASE MAP, 1797

From the surveys of 1796 and 1797, Pease made a map of the Western Reserve, a part of which is copied below. The original map is in the Western Reserve Historical Library in Cleveland.

Pease gives a sketch of the portage as it had just been surveyed; and shows that Summit Lake stretched out some three miles, even late in July; probably further in the spring.

The townships are shown 5 miles each way; and Portage and Coventry townships (which broke off at the portage, in accordance with the treaty with the Indians), are subdivided into ten strips one mile wide, thus making it easy to establish distances on the map.





ORDINANCE OF 1787

An Ordinance for the Government of the Territory of the United States Northwest of the River Ohio.

Article IV. "...The navigable waters leading into the Mississippi and Saint Lawrence, and the carrying places between the same, shall be common highways, and forever free as well to the inhabitants of said territory, as to the citizens of the United States and those of any other States that may be admitted into the confederacy, without any tax, impost, or duty therefor." - O.A., Vol. V, p. 56.

Certainly, at the time the Northwest Ordinance was passed, the Cuyahoga and Tuscarawas were well-known navigable waters and were, along with the portage, covered by its stipulations; and in the absence of any subsequent Congressional action to the contrary, we must assume they still are.

The point may be raised as to whether these streams are still considered navigable. We have been informed that any stream at all navigable by any small craft is, by common law, called navigable.

It thus appears that neither the State of Ohio nor any local government can change these stipulations, but only an act of Congress. In other words, the portage has been a national highway since 1787, and it is therefore not only a matter of local pride, but of legal obligation to see that its course is perpetuated. (See also Cherry, p.183)

Following are some other references bearing on the same:

1 - The Provisions of the Northwest Ordinance are binding.

Preamble Sec. 14. "It is hereby ordained and declared by the authority aforesaid, that the following articles shall be considered as articles of compact between the original States and the people and States in the said territory, and forever remain unalterable unless by common consent..." - O.A., Vol., V, p. 54.

2 - The Committee requesting Statehood accepted this Condition.

"The committee therefore recommend the following resolutions: Resolved, 1) That provision ought at this time to be made by law, for enabling the inhabitants of the eastern division of the territory northwest of the river Ohio to form for themselves a constitution and State government, provided the same be republican, and not repugnant to the ordinance for the government of the territory northwest of the river Ohio, of the 13th day of July, 1787, nor repugnant to the constitution of the United States..." - Op. cit., p. 71

3 - In the Enabling Act (1802) Congress stipulated this Condition:

"...said Representatives ... shall form for the people of the said State a constitution and State government, provided the same shall be republican, and not repugnant to the ordinance of the thirteenth of July, one thousand seven hundred and eighty-seven, between the original States, and the people and States of the territory Northwest of the river Ohio." - Op. cit., p. 77.

4 - The Ohio Constitutional Convention accepted this Condition:

"We, the representatives of the eastern division of the territory northwest of the river Ohio... do resolve to accept of the said propositions..." - Op. cit., p. 78.





NOTES ON THE NAVIGABILITY OF THE TUSCARAWAS  
AND CUYAHOGA IN THE OLDEN DAYS ÷ ÷ ÷ ÷ ÷

(See also Evans, Hutchins, Jefferson and the  
French descriptions on earlier pages ☆ ☆ ☆)

1 - The Tuscarawas

"Goods from the south were received at New Portage via the Muskingum and the Ohio. From this point regular lines of packet boats ran directly to New Orleans without breaking bulk. These boats were long narrow vessels, frequently dug outs as they were called. They were from twenty to forty feet long from three to five feet wide and were propelled by poles while going against the current. Their capacity was from ten to twelve barrels of pork, salt, flour or whiskey."

"It really seems strange to us now when we see school children wading through the Tuscarawas at New Portage, without scarcely wetting their ankles, but it must be remembered at this time the virgin forests had scarcely given up their years of hidden moisture. The streams in those days were wider, deeper, and ran with greater velocity, bank full. Then too, this was before the Ohio Canal had robbed the gentle Tuscarawas of its water." - Cherry, p. 307.

Elsewhere, Cherry remarks that the shade from the trees kept the rain from evaporating rapidly, thus allowing more of it to soak into the ground.

"The Muskingum (meaning Elk's Eye, so called because of the numbers of elk that formerly fed on its banks, these animals being found there even at the present time), empties into the Ohio two hundred miles below Pittsburgh. It is navigable for canoes or light boats, which the Indians use upon it, from its source to its mouth."

- David Zeisberger, 1779-80, in O.A., Vol. XIX, p. 44.

"TUSCARAWAS RIVER. It is navigable in some stages of the waters to New Philadelphia with boats of seven or eight tons burthen."

- Ohio Gazetteer, 1826, p. 196

2 - The Cuyahoga

"The principal waters (of Cuyahoga County, WB) are the Chagrine, Cuyahoga, Rocky and Black Rivers, all running northwardly into Lake Erie. Of these the Cuyahoga is the largest ... and is navigable for a considerable distance. Above where it is navigable it has considerable falls, which afford many excellent mill seats." Op. cit., pp. 79, 80.

"The rivers (Cuyahoga and Tuscarawas) at that time carried four times the volume of water that they do at the present time." - Cherry, p. 182.

Heckewelder's map contains the notation on the Cuyahoga: "so far navigable with sloops," at a distance of approximately six or seven miles from the mouth.

But that in dry seasons the river dropped is evidenced from the following quotation from Howe, 1848, p. 470: "In the year 1799 Mr. Hudson [first settler in Summit County] came out to explore his land in the company with a few others... Morse's Geography having given them about all the knowledge of the Cuyahoga they possessed, they supposed it capable of sloop navigation to its forks. The season being dry, they proceeded but a few miles when they found it in places only 8 or 10 inches deep, and were often obliged to get out, join hands, and drag their boats over the shallow places, and made but slow progress."



New Portage, now North-east Barberton, is the oldest section of Barberton. The original New Portage was situated on the Tuscarawas River near where State Street now crosses Wooster Road in Barberton.

Prior to the War of 1812, immigration to the Reserve was slow, but, as brought out in the Centennial History of Akron (pp. 22,23), the successful conclusion of the war gave a powerful impetus to immigration. It made certain that the land would remain the property of those who bought it, and what was equally important, it cleared the country of the Indians.

By 1819, or shortly before, production had developed until there was a surplus in such items as pork, salt, flour and whiskey. Therefore, when a market was sought for them, William Laird established himself at New Portage. Goods were brought there from Cleveland as well as from Middlebury and the surrounding country.

Cherry (pp. 307,308) says: "In 1819 William Laird built himself a cabin on the banks of the Tuscarawas, at New Portage, and began the construction of flat boats to run on the river. ... Henry Chittenden of Springfield, Abram Norton of Tallmadge Mills, and Philander Adams of Tallmadge Township, were contractors and speculators in country produce and shipped almost exclusively by the Laird Line."

Tallmadge Mills was the original name for Middlebury, and was settled in 1807.

Archer Butler Hulbert, in O.A., Vol. VIII, p. 291, says: "Merchandise from Cleveland was brought up the Cuyahoga River, over the Portage and down the Tuscarawas to the inland settlements."

The picture thus becomes clear that it was more practical for commercial purposes to divert from the original Path at some point north of Summit Lake, and strike toward the point where the Tuscarawas bends to the south. This was the point where Laird established himself, and which came to be known as New Portage.

It seems that the route digressed at the foot of Sherbondy Hill and followed the Summit Hill Road (now East Avenue) to Stop 97 and thence to New Portage.

Thus the Portage, for at least a part of its length, served a commercial purpose from a period of about 1819 to 1825. With the building of the Ohio Canal, in 1825, portaging days were over.

General Bierce (pp. 55,56) and Professor Olin (p. 335) seem to confuse the course of the original portage with the later commercial route to New Portage. Rufus Putman's Map of Ohio, 1804 (Frontispiece O.A., Vol. V) shows the portage by a straight south-west line from the site of Old Portage to New Portage. This is contrary to both geographical and historical evidence.

#### PLACES NAMED FOR THE PORTAGE

Portage County, formed in 1807, included all of what is now Lorain, Medina, Summit, Portage, and part of Cuyahoga counties. It took its name from the fact that the portage was located in it - the best known land mark in this part of the State. And, of course, Portage Township and the Portage Lakes also receive their names from the portage, as well as the Portage Hotel and many local commercial establishments.





## THE WATERSHED IN AKRON

Earlier we spoke of the divide or watershed which causes part of the water in Ohio to flow north, and part south. In Akron this watershed is delineated by Route 18, West Market Street, and the ridge overlooking Summit Lake and extending past Waterloo Road. The line continues from there and between Springfield Lake and Tuscarawas River. Waters north and east of this line flow into the Cuyahoga, Lake Erie and the St. Lawrence; waters south and west of this line flow into the Tuscarawas, Muskingum, Ohio, and Mississippi.

## THE PORTAGE TODAY ☆ ☆

Modern highways make it possible to follow the approximate route of the Portage in an automobile. Start at Young's Hotel - Nesmith Lake - and drive north on Manchester Road to East Ave. Turn right on East Avenue and drive to Diagonal Road. Turn right on Diagonal Road to Copley Road. Cross Copley Road and follow the modern "Portage Path" through Sand Run Metropolitan Park and straight ahead to the bridge across the Cuyahoga. It will be interesting to compare your mileage with that of the original surveyors - 8 miles.

The actual course of the original portage diverts from Manchester Road at Blanche Street and thence to Mallison Avenue and through Perkins Park (See accompanying map).

Plaques commemorating the route have been placed in Perkins Park and at the foot of the hill in Sand Run Metropolitan Park.

## C O N C L U D I N G   R E M A R K S

The importance which George Washington and the early map makers attached to the Portage has been justified with the passing of time. The builders of the Ohio Canal found this to be the most logical route for crossing the Ohio watershed. In turn, because of the canal, business was attracted here, which in subsequent years has developed and made this a world-famous manufacturing center.



MAP OF THE PORTAGE TODAY  
L B HIEBEL, 1954

